Section 5
1998 Motorcycle Crashes, Injury Crashes and Fatal Crashes

TABLES

FIGURES

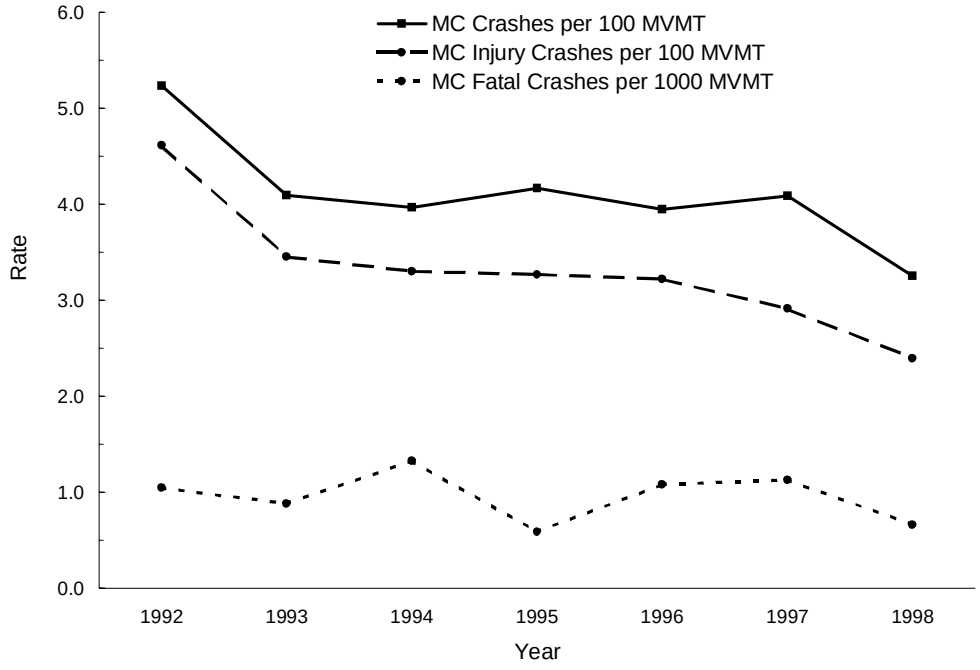
1992 - 1998 Motorcycle Crashes

The trends in motorcycle crashes from 1992 - 1998 are shown in Table 5.01 and Figure 5.01. Motorcycle crashes and injury crashes have been declining since 1992, while motorcycle fatal crashes have varied from year to year. In 1998, there was a 15% decrease in motorcycle crashes and a 14% decrease in motorcycle injury crashes. The small number of motorcycle fatal crashes makes it hard to compare increases and decreases from year to year.

Table 5.01 Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1992-1998

	MC Crashes		MC Injury Crashes		MC Fatal Crashes	
Year	#	Rate per 100 MVMT	#	Rate per 100 MVMT	#	Rate per 1000 MVMT
1992	851	5.2	751	4.6	17	1.0
1993	698	4.1	589	3.5	15	0.9
1994	717	4.0	597	3.3	24	1.3
1995	711	4.2	614	3.3	11	0.6
1996	713	3.9	626	3.2	21	1.1
1997	697	4.1	594	2.9	23	1.1
1998	589	3.3	509	2.4	14	0.7

Figure 5.01 Motorcycle Crashes, Injury Crashes and Fatal Crashes, 1992-1998



1998 Motorcycle Crash Severity

Figure 5.02 Severity of Motorcycle Crashes as Reported by Police, 1998 (n=589)

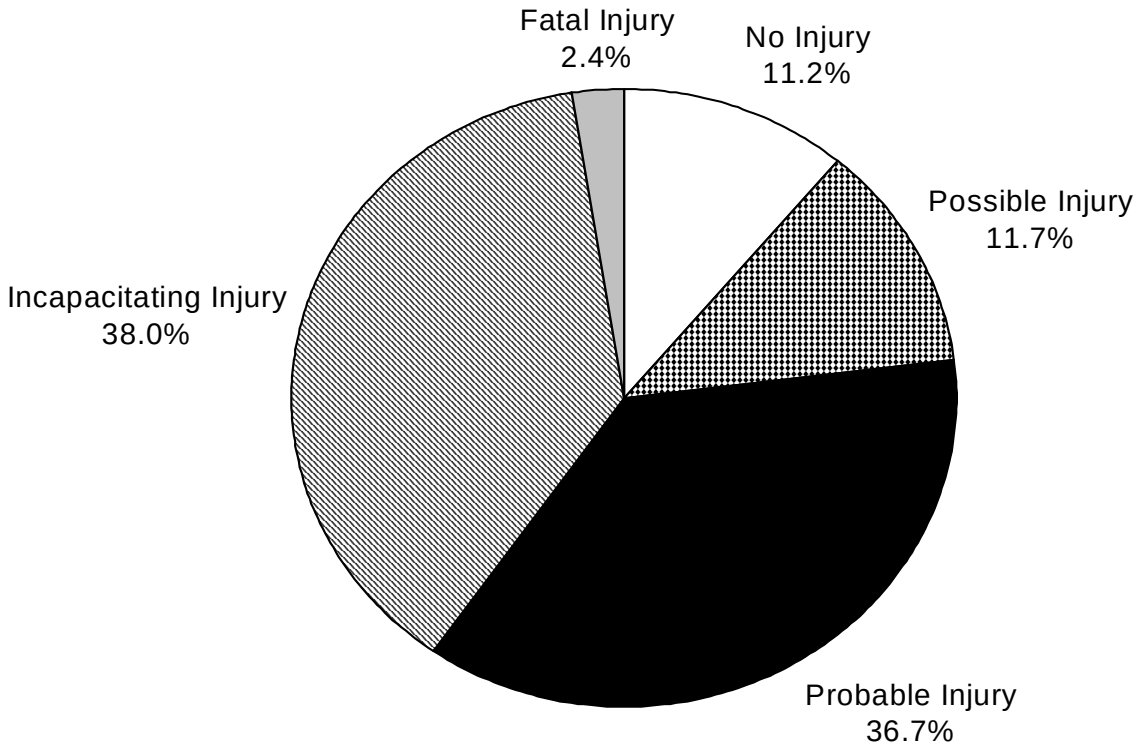


Figure 5.02 shows the breakdown of motorcycle crash severity. The majority of motorcycle crashes resulted in an injury (89%) compared to 37% of all motor vehicle crashes. Two percent (2%) of motorcycle crashes resulted in a fatality; double the percentage for all motor vehicle crashes (1%).

The rates of motorcycle crashes, injury crashes and fatal crashes for each county are shown in Table 5.02. The top three counties for motorcycle crashes and motorcycle injury crashes based on miles traveled were Daggett, Morgan and Washington. The top three counties for fatal motorcycle crashes based on miles traveled were Piute, Summit, and Carbon.

1998 Motorcycle Crashes by County

Table 5.02 Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes by County, 1998

County	MC Crashes #	MC Crashes Rate per 10,000 Population	MC Crashes Rate per 100 MVMT	MC Injury Crashes #	MC Injury Crashes Rate per 10,000 Population	MC Injury Crashes Rate per 100 MVMT	MC Fatal Crashes #	MC Fatal Crashes Rate per 10,000 Population	MC Fatal Crashes Rate per 1000 MVMT
Beaver	2	3.1	1.0	2	3.1	1.0	0	0.0	0.0
Box Elder	11	2.7	1.3	10	2.4	1.2	1	0.2	1.2
Cache	32	3.5	4.3	27	3.0	3.6	0	0.0	0.0
Carbon	6	2.7	1.8	5	2.3	1.5	1	0.5	3.0
Daggett	3	36.0	13.3	2	24.0	8.9	0	0.0	0.0
Davis	42	1.8	2.1	38	1.7	1.9	0	0.0	0.0
Duchesne	1	0.7	0.5	1	0.7	0.5	0	0.0	0.0
Emery	3	2.7	0.9	2	1.8	0.6	0	0.0	0.0
Garfield	5	10.8	4.0	5	10.8	4.0	0	0.0	0.0
Grand	8	8.0	3.1	8	8.0	3.1	0	0.0	0.0
Iron	12	3.8	2.2	11	3.5	2.1	0	0.0	0.0
Juab	1	1.3	0.3	1	1.3	0.3	0	0.0	0.0
Kane	4	5.6	3.3	4	5.6	3.3	0	0.0	0.0
Millard	7	5.6	1.8	6	4.8	1.5	1	0.8	2.5
Morgan	6	8.8	5.3	6	8.8	5.3	0	0.0	0.0
Piute	1	6.2	3.3	0	0.0	0.0	1	6.2	32.9
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	219	2.6	3.1	180	2.1	2.5	5	0.1	0.7
San Juan	3	2.3	1.1	3	2.3	1.1	0	0.0	0.0
Sanpete	6	2.8	2.7	5	2.3	2.3	0	0.0	0.0
Sevier	8	4.2	2.3	7	3.7	2.0	1	0.5	2.8
Summit	6	2.3	1.1	3	1.2	0.5	2	0.8	3.5
Tooele	8	2.3	1.3	7	2.1	1.1	1	0.3	1.6
Uintah	11	4.5	3.9	11	4.5	3.9	0	0.0	0.0
Utah	107	3.2	3.9	96	2.9	3.5	1	0.0	0.4
Wasatch	3	2.2	1.3	3	2.2	1.3	0	0.0	0.0
Washington	40	5.0	4.7	36	4.5	4.2	0	0.0	0.0
Wayne	1	4.0	2.7	1	4.0	2.7	0	0.0	0.0
Weber	45	2.4	3.2	37	2.0	2.6	1	0.1	0.7
Statewide	601	2.9	2.8	517	2.5	2.4	15	0.1	0.7

1998 Motorcycle Crash Times

Motorcycle crashes and injury crashes followed the same time pattern, peaking between 4 p.m. and 6 p.m. The highest proportion of fatal motorcycle crashes occurred at 6 p.m. (Table 5.03).

Table 5.04 shows the number of motorcycle crashes and the rate of motorcycle crashes per day for each month. July and August had the highest rate of motorcycle crashes, injury crashes and fatal crashes per day. Very few motorcycle crashes occurred in the winter months probably due to the decrease of individuals riding motorcycles in these months.

Table 5.03 Hour of Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998

	MC Crashes		MC Injury Crashes		MC Fatal Crashes	
Hour	**#**	**%**	**#**	**%**	**#**	**%**
12 a.m.	13	2.2%	11	2.2%	1	7.1%
1 a.m.	4	0.7%	2	0.4%	1	7.1%
2 a.m.	5	0.8%	5	1.0%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%
4 a.m.	2	0.3%	2	0.4%	0	0.0%
5 a.m.	2	0.3%	2	0.4%	0	0.0%
6 a.m.	12	2.0%	8	1.6%	0	0.0%
7 a.m.	16	2.7%	13	2.6%	1	7.1%
8 a.m.	14	2.4%	11	2.2%	0	0.0%
9 a.m.	9	1.5%	8	1.6%	0	0.0%
10 a.m.	22	3.7%	20	3.9%	0	0.0%
11 a.m.	30	5.1%	25	4.9%	0	0.0%
12 p.m.	35	5.9%	31	6.1%	2	14.3%
1 p.m.	37	6.3%	34	6.7%	1	7.1%
2 p.m.	35	5.9%	28	5.5%	1	7.1%
3 p.m.	49	8.3%	41	8.1%	1	7.1%
4 p.m.	52	8.8%	42	8.3%	0	0.0%
5 p.m.	54	9.2%	52	10.2%	0	0.0%
6 p.m.	52	8.8%	46	9.0%	3	21.4%
7 p.m.	31	5.3%	28	5.5%	0	0.0%
8 p.m.	28	4.8%	26	5.1%	2	14.3%
9 p.m.	40	6.8%	37	7.3%	1	7.1%
10 p.m.	27	4.6%	21	4.1%	0	0.0%
11 p.m.	20	3.4%	16	3.1%	0	0.0%
Grand Total	589	100.0%	509	100.0%	14	100.0%

Figure 5.03 Hour of Motorcycle (MC) Injury Crashes and Fatal Crashes, 1998 (See Table 5.03 for values)

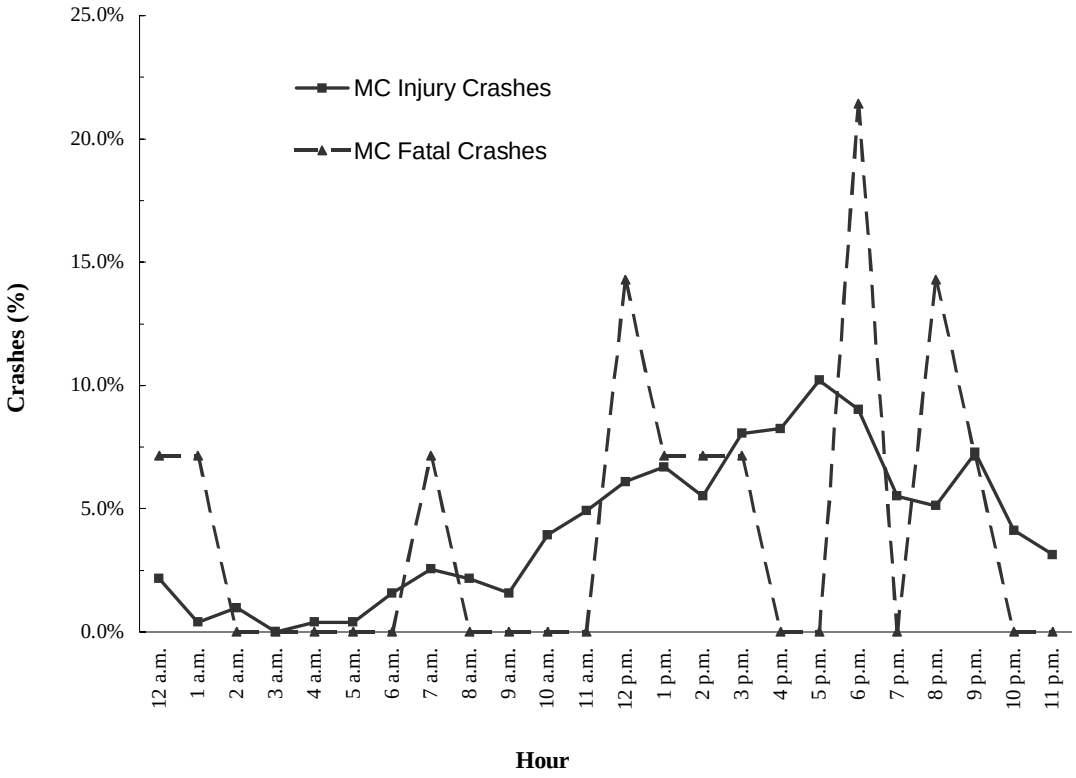
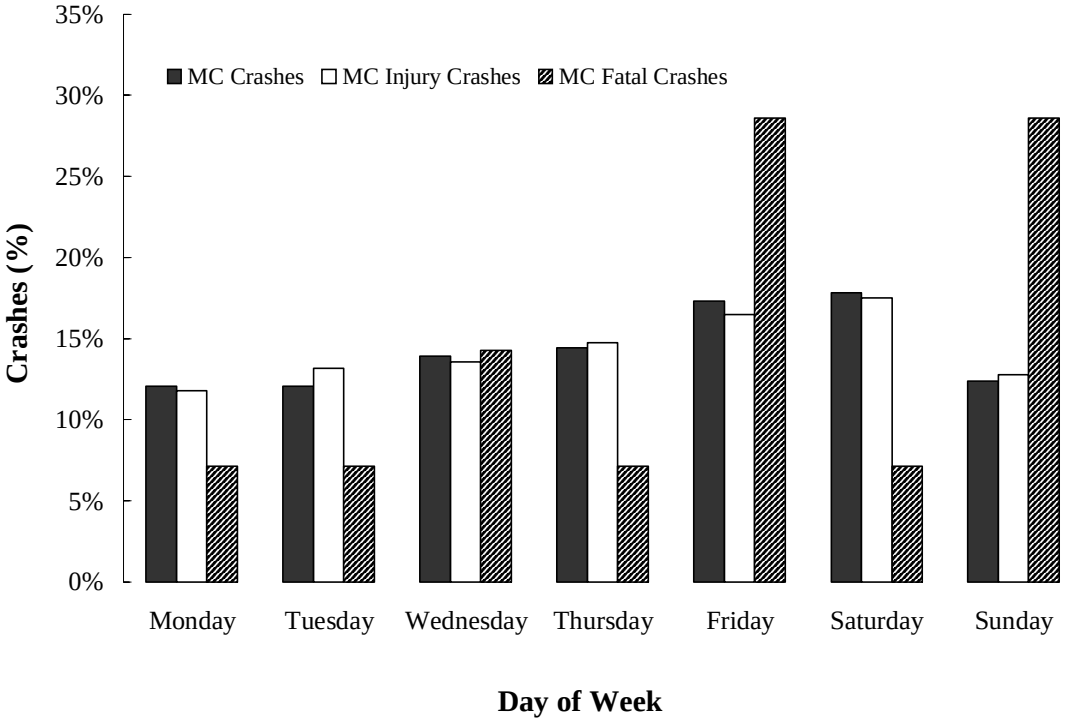


Table 5.04 Month of Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998

Crash Month	MC Crashes #	MC Crashes Rate per Day	MC Injury Crashes #	MC Injury Crashes Rate per Day	MC Fatal Crashes #	MC Fatal Crashes Rate per Day
January	8	0.3	6	0.2	0	0.0
February	9	0.3	8	0.3	0	0.0
March	28	0.9	23	0.7	0	0.0
April	40	1.3	34	1.1	1	0.0
May	84	2.7	75	2.4	3	0.1
June	78	2.6	68	2.3	0	0.0
July	94	3.0	81	2.6	6	0.2
August	94	3.0	87	2.8	2	0.1
September	77	2.6	70	2.3	1	0.0
October	38	1.2	31	1.0	1	0.0
November	28	0.9	19	0.6	0	0.0
December	11	0.4	7	0.2	0	0.0
Grand Total	589	1.6	509	1.4	14	0.0

The largest number of motorcycle crashes and motorcycle injury crashes occurred on Friday and Saturday (Figure 5.04 and Table 5.04). Fatal motorcycle crashes most frequently occurred on Friday and Sunday accounting for 57% of all fatal motorcycle crashes. In fact, motorcycle crashes on Sunday were 3 times more likely to be a fatal crash than motorcycle crashes occurring on other days.

Figure 5.04 Day of Week for Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998 (See Table 5.05 for values)



Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. motorcycle injury crashes) from day to day. Do not compare the heights of the different crash categories for a specific day.

Table 5.05 Day of Week for Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998

	MC Crashes		MC Injury Crashes		MC Fatal Crashes	
Day of Week	**#**	**%**	**#**	**%**	**#**	**%**
Monday	71	12.1%	60	11.8%	1	7.1%
Tuesday	71	12.1%	67	13.2%	1	7.1%
Wednesday	82	13.9%	69	13.6%	2	14.3%
Thursday	85	14.4%	75	14.7%	1	7.1%
Friday	102	17.3%	84	16.5%	4	28.6%
Saturday	105	17.8%	89	17.5%	1	7.1%
Sunday	73	12.4%	65	12.8%	4	28.6%
Grand Total	589	100.0%	509	100.0%	14	100.0%

1998 Motorcycle Crash Characteristics

Table 5.06 Types of Crashes, Injury Crashes and Fatal Crashes Involving Motorcycles (MC), 1998

Crash Type	MC Crashes #	MC Crashes %	MC Injury Crashes #	MC Injury Crashes %	MC Fatal Crashes #	MC Fatal Crashes %
Two Motor Vehicles	308	52.3%	247	48.5%	6	42.9%
Overturned in Roadway	85	14.4%	84	16.5%	0	0.0%
Ran Off Roadway - To the Right	64	10.9%	53	10.4%	7	50.0%
Other Non-Collision	47	8.0%	47	9.2%	0	0.0%
Ran Off Roadway - To the Left	28	4.8%	25	4.9%	1	7.1%
Motor Vehicle and Fixed Object	21	3.6%	20	3.9%	0	0.0%
Motor Vehicle and Wild Animal	13	2.2%	10	2.0%	0	0.0%
Motor Vehicle and Other Object	10	1.7%	10	2.0%	0	0.0%
Motor Vehicle and Domestic Animal	7	1.2%	7	1.4%	0	0.0%
Motor Vehicle and Pedestrian	3	0.5%	3	0.6%	0	0.0%
Ran Off Roadway Through Median	2	0.3%	2	0.4%	0	0.0%
Motor Vehicle and Train	1	0.2%	1	0.2%	0	0.0%
Grand Total	589	100.0%	509	100.0%	14	100.0%

Table 5.06 shows that crashes involving another motor vehicle represented the majority of motorcycle crashes (52%). Over half (57%) of fatal motorcycle crashes were "ran off the roadway".

Following the same pattern as motor vehicle crashes, the majority of motorcycle crashes (58%) occurred in large urban areas (Table 5.07). However, the largest percentage of fatal motorcycle crashes (79%) occur in rural areas. Rural motorcycle crashes were 13 times more likely to result in a fatality compared to motorcycle crashes in other areas.

Table 5.08 shows that the leading collisions for motorcycles were single vehicle rollovers (35%) and broadsides (27%). These were also the leading injury motorcycle collision types at 39% and 27%, respectively. Half (50%) of fatal motorcycle crashes were single vehicle rollovers.

Table 5.07 Urban / Rural Location of Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998

Urban / Rural Location	MC Crashes #	MC Crashes %	MC Injury Crashes #	MC Injury Crashes %	MC Fatal Crashes #	MC Fatal Crashes %
Rural Area - Up to 5,000	140	23.8%	123	24.2%	11	78.6%
Small Urban - 5,000 to 49,999	39	6.6%	33	6.5%	1	7.1%
Moderate Urban - 50,000 to 199,999	19	3.2%	14	2.8%	0	0.0%
Large Urban - 200,000 or More	340	57.7%	287	56.4%	2	14.3%
Missing	51	8.7%	52	10.2%	0	0.0%
Grand Total	589	91.3%	509	89.8%	14	100.0%

Table 5.08 Collision Description of Motorcycle (MC) Crashes, Injury Crashes and Fatal Crashes, 1998

Collision Description	MC Crashes #	MC Crashes %	MC Injury Crashes #	MC Injury Crashes %	MC Fatal Crashes #	MC Fatal Crashes %
Single Vehicle Rollover	208	35.3%	196	38.5%	7	50.0%
Broadside	158	26.8%	136	26.7%	1	7.1%
Rear End	77	13.1%	61	12.0%	1	7.1%
Multi-vehicle Other	66	11.2%	47	9.2%	2	14.3%
Other	47	8.0%	41	8.1%	0	0.0%
Side Swipe	24	4.1%	20	3.9%	2	14.3%
Head-on	4	0.7%	3	0.6%	1	7.1%
Pedestrian/Bicyclist Crash	3	0.5%	3	0.6%	0	0.0%
Single Vehicle Fixed Object	2	0.3%	2	0.4%	0	0.0%
Grand Total	589	100.0%	509	100.0%	14	100.0%

1998 Motorcycle Crash Violations and Contributing Factors

Twenty-four percent (24%) of motorcycle drivers involved in crashes received a citation (Table 5.09). The leading violations cited were "speeding" (15%), and "DUI" (14%). Citations were not given to motorcyclists involved in a fatal crash.

Table 5.10 shows that the leading contributing factor for all motorcycle crashes was "speed too fast" accounting for approximately a third of all contributing factors. The contributing factors "driving under the influence", "had been drinking" and "under the influence of drugs" accounted for 7% of motorcycle crashes and 14% of the fatal motorcycle crashes.

Table 5.09 Violations for Motorcycle (MC) Crashes and Injury Crashes, 1998

	MC Crashes		MC Injury Crashes	
Violations	**#**	**%**	**#**	**%**
Speeding	21	14.9%	19	15.1%
All Other Moving Violations	19	13.5%	19	15.1%
Driving Under the Influence	19	13.5%	18	14.3%
Negligent Collision	10	7.1%	10	7.9%
Failure to Yield Right of Way	7	5.0%	6	4.8%
Wrong Side of Road	7	5.0%	5	4.0%
Improper Lookout	6	4.3%	4	3.2%
Following Too Close	4	2.8%	4	3.2%
Reckless Driving	4	2.8%	4	3.2%
Improper Lane Change	1	0.7%	1	0.8%
Improper Turn	1	0.7%	0	0.0%
Grand Total	141	100.0%	126	100.0%

Table 5.10 Contributing Factors of Motorcycle Crashes, Injury Crashes and Fatal Crashes, 1998

Contributing Factors	MC Crashes #	MC Crashes %	MC Injury Crashes #	MC Injury Crashes %	MC Fatal Crashes #	MC Fatal Crashes %
Speed Too Fast	127	29.5%	118	30.6%	7	31.8%
Other Improper Driving	85	19.8%	83	21.6%	1	4.5%
Improper Lookout	66	15.3%	56	14.5%	3	13.6%
Failed to Yield the Right of Way	23	5.3%	18	4.7%	1	4.5%
Following Too Closely	18	4.2%	16	4.2%	0	0.0%
Driving Under the Influence	17	4.0%	17	4.4%	0	0.0%
Drove Left of Center	13	3.0%	9	2.3%	1	4.5%
Had Been Drinking	13	3.0%	10	2.6%	3	13.6%
Improper Overtaking	11	2.6%	9	2.3%	2	9.1%
Non-Contact Vehicle Involved	11	2.6%	11	2.9%	0	0.0%
Improper Turn	7	1.6%	6	1.6%	1	4.5%
Disregarded Traffic Signal	6	1.4%	6	1.6%	0	0.0%
Tires Defective	5	1.2%	5	1.3%	0	0.0%
Fatigued	4	0.9%	3	0.8%	1	4.5%
Hit and Run	4	0.9%	2	0.5%	0	0.0%
Other Defective Condition	4	0.9%	4	1.0%	0	0.0%
Passed Stop Sign	4	0.9%	3	0.8%	0	0.0%
Headlights Insufficient or Out	3	0.7%	2	0.5%	1	4.5%
Asleep	2	0.5%	1	0.3%	0	0.0%
Brakes Defective	2	0.5%	2	0.5%	0	0.0%
Other Lights or Reflecting/Defective	2	0.5%	1	0.3%	1	4.5%
Down Hill Runaway	1	0.2%	1	0.3%	0	0.0%
Headlights Glaring	1	0.2%	1	0.3%	0	0.0%
Under the Influence of Drugs	1	0.2%	1	0.3%	0	0.0%
Grand Total	430	100.0%	385	100.0%	22	100.0%

1998 Motorcycle Drivers Involved in Crashes

Over half (59%) of the motorcycle drivers involved in crashes were under the age of 30 years (Table 5.11). The age of motorcycle drivers involved in crashes and injury crashes was highest for younger drivers (20-24 years) and decreased with increasing age. The ages of the motorcycle drivers involved in fatal crashes showed no clear pattern, due in part to the small number of fatal motorcycle crashes.

Most motorcycle drivers (94%) involved in crashes were male (Table 5.12). This does not necessarily indicate that male motorcycle drivers are at a greater risk for a crash but may reflect the higher proportion of male motorcycle drivers in Utah.

In order to drive a motorcycle on public roads in the state of Utah, a person must pass both written and on-motorcycle riding tests which allows them to obtain an "M" class driver license (an endorsement on the regular "D" license).

Table 5.11 Age of Motorcycle (MC) Drivers Involved in Crashes, Injury Crashes and Fatal Crashes, 1998

	MC Crashes		MC Injury Crashes		MC Fatal Crashes	
Driver's Age	**# Drivers**	**%**	**# Drivers**	**%**	**# Drivers**	**%**
<15	10	1.7%	10	1.9%	0	0.0%
15 - 19	119	20.1%	109	21.2%	1	6.7%
20 - 24	136	22.9%	114	22.1%	3	20.0%
25 - 29	83	14.0%	70	13.6%	2	13.3%
30 - 34	45	7.6%	41	8.0%	1	6.7%
35 - 39	44	7.4%	38	7.4%	3	20.0%
40 - 44	49	8.3%	40	7.8%	1	6.7%
45 - 49	39	6.6%	37	7.2%	2	13.3%
50 - 54	32	5.4%	28	5.4%	1	6.7%
55 - 59	13	2.2%	13	2.5%	0	0.0%
60 - 64	11	1.9%	10	1.9%	0	0.0%
65 - 69	2	0.3%	2	0.4%	0	0.0%
70 - 74	4	0.7%	0	0.0%	1	6.7%
75 - 79	2	0.3%	1	0.2%	0	0.0%
Missing	4	0.7%	2	0.4%	0	0.0%
Grand Total	593	100.0%	515	100.0%	15	100.0%

Figure 5.05 Age of Motorcycle Drivers Involved in Crashes, Injury Crashes and Fatal Crashes, 1998 (See Table 5.11 for values)

Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. drivers in motorcycle injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

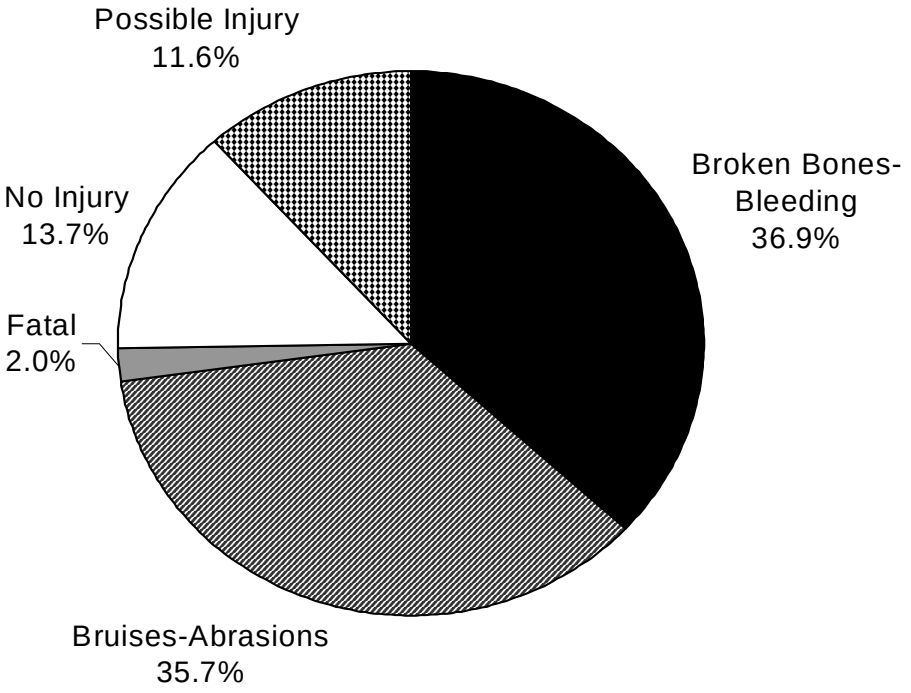
Table 5.12 Gender of Motorcycle (MC) Drivers Involved in Crashes, Injury Crashes and Fatal Crashes, 1998

	MC Crashes		MC Injury Crashes		MC Fatal Crashes	
Driver's Gender	**# Drivers**	**%**	**# Drivers**	**%**	**# Drivers**	**%**
Female	33	5.6%	27	5.2%	1	6.7%
Male	558	94.1%	486	94.4%	14	93.3%
Missing	2	0.3%	2	0.4%	0	0.0%
Grand Total	593	100.0%	515	100.0%	15	100.0%

1998 Motorcyclist Injury Severity

Motorcycle riders are more frequently injured in crashes compared to occupants of other motor vehicles. Over 86% of motorcyclists were injured in a crash compared to 22% of all motor vehicle crash participants. A fatal injury was sustained by 2% of motorcyclist compared to 0.2% of all motor vehicle crash participants.

Figure 5.06 Motorcyclist Injury Severity as Reported by Police, 1998 (n=691)



1998 Motorcyclists by County

Table 5.13 shows that while Salt Lake County has the largest number of total motorcyclists, injured motorcyclists and motorcyclists killed in crashes, the county with the highest rate per population of motorcyclists in crashes was Daggett County. Piute County had the highest rate per population of motorcyclist fatalities, followed by Millard and Summit.

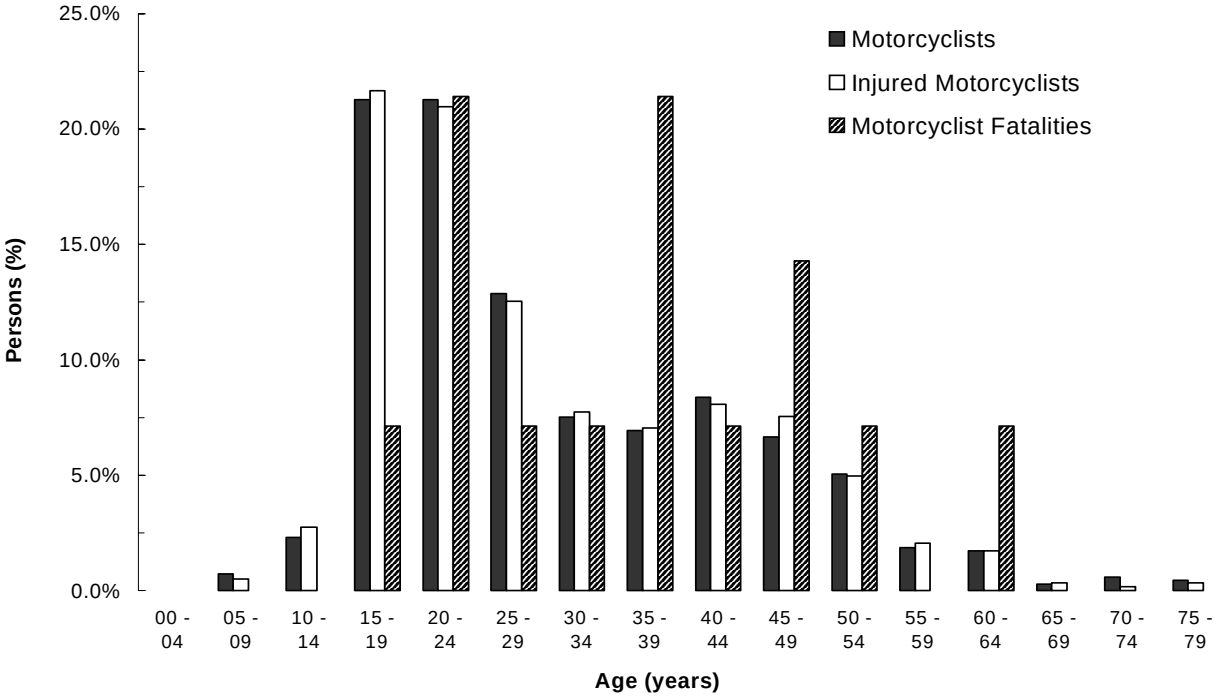
Table 5.13 Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities by County, 1998

	Motorcyclists		Injured Motorcyclists		Motorcyclist Fatalities	
County	#	Rate Per 100,000 Population	#	Rate Per 100,000 Population	#	Rate Per 100,000 Population
Beaver	2	31.5	2	31.5	0	0.0
Box Elder	13	31.5	12	29.0	1	2.4
Cache	37	41.0	32	35.5	0	0.0
Carbon	8	36.1	7	31.6	1	4.5
Daggett	4	480.2	3	360.1	0	0.0
Davis	51	22.4	43	18.9	0	0.0
Duchesne	1	7.0	1	7.0	0	0.0
Emery	3	27.1	2	18.1	0	0.0
Garfield	6	129.3	6	129.3	0	0.0
Grand	8	80.4	7	70.3	0	0.0
Iron	13	40.8	12	37.7	0	0.0
Juab	1	12.7	1	12.7	0	0.0
Kane	4	56.3	4	56.3	0	0.0
Millard	9	71.9	8	63.9	1	8.0
Morgan	7	102.1	6	87.5	0	0.0
Piute	1	61.8	0	0.0	1	61.8
Rich	0	0.0	0	0.0	0	0.0
Salt Lake	245	28.8	196	23.1	4	0.5
San Juan	6	45.0	5	37.5	0	0.0
Sanpete	7	32.8	6	28.1	0	0.0
Sevier	9	47.8	8	42.4	1	5.3
Summit	7	27.4	5	19.5	2	7.8
Tooele	9	26.4	8	23.5	1	2.9
Uintah	15	61.2	15	61.2	0	0.0
Utah	117	35.0	103	30.9	1	0.3
Wasatch	3	22.0	3	22.0	0	0.0
Washington	48	60.1	39	48.9	0	0.0
Wayne	1	39.7	1	39.7	0	0.0
Weber	56	30.4	47	25.5	1	0.5
Statewide	691	32.9	582	27.7	14	0.7

1998 Motorcyclist Characteristics

The largest number of motorcyclists and injured motorcyclists were aged 15 to 24 years (Figure 5.07). Motorcycle crash fatalities occurred most often in the 20 to 24 and 35 to 39 year age groups. Table 5.15 shows that the majority (85%) of motorcycle crash participants and 86% of the motorcycle fatalities were male.

Figure 5.07 Age of Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, 1998 (See Table 5.14 for values)



Note: The above graph is based on percentage for the different injury categories. To read the above graph, look at one category across the groups. For example, look at only the white bars (i.e. injured motorcyclist) from age group to age group. Do not compare the heights of the different injury categories for a specific age group.

Table 5.14 Age of Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, 1998

Age	Motorcyclists #	Motorcyclists %	Injured Motorcyclists #	Injured Motorcyclists %	Motorcyclist Fatalities #	Motorcyclist Fatalities %
00 - 04	0	0.0%	0	0.0%	0	0.0%
05 - 09	5	0.7%	3	0.5%	0	0.0%
10 - 14	16	2.3%	16	2.7%	0	0.0%
15 - 19	147	21.3%	126	21.6%	1	7.1%
20 - 24	147	21.3%	122	21.0%	3	21.4%
25 - 29	89	12.9%	73	12.5%	1	7.1%
30 - 34	52	7.5%	45	7.7%	1	7.1%
35 - 39	48	6.9%	41	7.0%	3	21.4%
40 - 44	58	8.4%	47	8.1%	1	7.1%
45 - 49	46	6.7%	44	7.6%	2	14.3%
50 - 54	35	5.1%	29	5.0%	1	7.1%
55 - 59	13	1.9%	12	2.1%	0	0.0%
60 - 64	12	1.7%	10	1.7%	1	7.1%
65 - 69	2	0.3%	2	0.3%	0	0.0%
70 - 74	4	0.6%	1	0.2%	0	0.0%
75 - 79	3	0.4%	2	0.3%	0	0.0%
Missing	14	2.0%	9	1.5%	0	0.0%
Grand Total	691	100.0%	582	100.0%	14	100.0%

Table 5.15 Gender of Motorcyclists, Injured Motorcyclists and Motorcyclist Fatalities, 1998

Gender	Motorcylists #	Motorcylists %	Injured Motorcylists #	Injured Motorcylists %	Motorcyclist Fatalities #	Motorcyclist Fatalities %
Male	585	84.7%	496	85.2%	12	85.7%
Female	103	14.9%	84	14.4%	2	14.3%
Missing	3	0.4%	2	0.3%	0	0.0%
Grand Total	691	100.0%	582	100.0%	14	100.0%

Examination of the crash placement (driver vs passenger) shows that drivers accounted for over two-thirds (86%) of all injured motorcyclists (Table 5.16). Motorcycle drivers were 2 times more likely to be killed than motorcycle passengers. In addition, there were 4 pedestrians involved in motorcycle crashes; all 4 sustained non-fatal injuries.

Only 25% of motorcycle drivers and passengers involved in crashes wore a helmet (Table 5.17). The percentage of helmet use was similar for those who were injured or killed (27% and 29%). Utah law states that anyone under the age of 18 years riding a motorcycle either as the driver or as a passenger must wear a helmet approved by the Department of Public Safety.

Table 5.16 Crash Placement of Motorcyclists, Injured Motorcyclists, and Motorcyclist Fatalities, 1998

	Motorcylists		Injured Motorcyclists		Motorcyclist Fatalities	
Crash Placement	**#**	**%**	**#**	**%**	**#**	**%**
Driver	593	85.8%	500	85.9%	13	92.9%
Passenger	98	14.2%	82	14.1%	1	7.1%
Grand Total	691	100.0%	582	100.0%	14	100.0%

Table 5.17 Helmet Use by Motorcyclists Involved in Crashes, 1998

	Motorcyclists		Injured Motorcylists		Motorcyclist Fatalities	
Helmet	**#**	**%**	**#**	**%**	**#**	**%**
Used	174	25.2%	158	27.1%	4	28.6%
Not Used / Unknown	517	74.8%	424	72.9%	10	71.4%
Grand Total	691	100.0%	582	100.0%	14	100.0%

Alcohol and Other Drugs:

Of the 14 motorcycle fatal crashes, 3 involved alcohol and other drug use by the motorcycle driver.

In 1998, there were 14 motorcycle crash fatalities, a 36% decrease from 1997. For the past 10 years the number of motorcyclist fatalities has fluctuated each year. The low occurred in 1995 with 11 fatalities and the high was in 1988 with 31 fatalities (Figure 5.08).

Figure 5.08 Motorcyclist Crash Fatalities, 1988 - 1998